

OPTION 3: MIXED USE DEVELOPMENT

I. STUDY AREA DEVELOPMENT STAGING

| Staging Objectives and Project Goals |
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| A. Connection between the development and Clopper Road <i>Construction of bridge over CSX rail line and extension of Watkins Mill Road.</i> |
| B. Additional Road Capacity for Future Watkins Mill Interchange at I-270 <i>Completed extension of Watkins Mill Road between CSX rail line and I-270</i> |
| C. Access to Interstate (I-270) <i>Completion of Watkins Mill Road and I-270 Interchange</i> |
| D. Linkage to Frederick Avenue and Secondary Access to Site <i>Completed extension of Watkins Mill Road from I-270 to Frederick Avenue and Bridge over Metropolitan Grove Road</i> |
| E. Local Transit Access <i>Corridor Cities Transit way Constructed to Study Area</i> |

The implementation of staging elements for development will be controlled by the approval process for the Mixed Use Development (MXD) Zone through the schematic development plan (SDP) approval process.

II. STUDY AREA DEVELOPMENT ASSUMPTIONS

- A community charrette must be held regarding this proposed option as part of development submission.
- Provide property for transit right-of-way and transit station.
- Provide right-of-way for Watkins Mill Road extended.
- Provide right-of-way for I-270 Interchange.
- Provide for possible transit rail yard.
- Preserve and maintain environmentally sensitive areas and establish parks throughout the development that are outside of environmentally protected areas.

- Preserve 27 acres of City-owned parkland.
- The area north of the CSX tracks, west of the CCT right-of-way, south of the proposed transit rail yard and east of the City boundary will be used as a park and or school site. Whether the site can or will be used as a school site will be determined by conducting feasibility and need assessments involving the City and Montgomery County.
- Provide pedestrian and bike connections to uses within and adjacent to the development.
- Incorporate green building development techniques.
- At the time of each proposed development a traffic study shall be performed and must meet Transportation Theme requirements.
- Density of development to be determined by the Mayor and City Council during the Schematic Development Plan process in accordance with the adopted Education and Transportation themes.

III. MIXED USE OPTION CONSTRAINTS

- The mixed use option allows for different uses to be integrated with one another such as residential housing and commercial or high rise residential and office with commercial activity.
- Phasing of development and the total square footage and number of housing units for each phase will not be approved until a traffic impact study is submitted and determined to be acceptable.
- High density office and residential development should be located around the transit station; adjacent to the CSX tracks east of Watkins Mill Road extended and adjacent to I-270, east of Watkins Mill Road extended. This creates a core area for the development and provides a presence along I-270. The core of the density should be adjacent to the transit station for easy accessibility for office users. The majority of development in this area should consist of the high density office component.
- Adjacent to and east of the high density office and residential development and adjacent to and west of the city-owned parkland will be designated high density residential. This area still has easy accessibility to the transit station and provides an

- immediate connection for future residents to the city-owned parkland. The residential structures shall be reduced in height as compared to the adjacent high density core. The reduction of height reduces the visual impact from the city-owned property and increases the visibility of the core high density office and residential development.
- A hotel should be located east of the I-270 access ramp and Watkins Mill Road extended intersection and north of the medium density office development. This provides a presence along I-270 and Watkins Mill Road extended and allows for easy access to I-270, the office uses and transit.
 - Medium-high density residential development should be located along both sides of Watkins Mill Road extended and continuing west to the CCT right-of-way. This will allow easy access for the residents to Watkins Mill Road and I-270 and the adjacent park/school site. A small amount of commercial uses in the form of live-work units could be located along Watkins Mill Road which should be a good location for commercial uses due to the accessibility and visibility from I-270. This live-work commercial development will act as a buffer between the residential development and the high density development.
 - Commercial development such as personal service, retail and restaurant uses should be located on the first floors of the high density office and residential structures.
 - Residential development must be owner-occupied units to include condominiums and medium density single family dwellings.
 - Prior to any residential construction, there must be school capacity at every level per the adopted Education Theme.
 - Provide 5 acres of active use parkland outside of environmentally protected areas for non-age restricted mixed use development. Provide 3 acres of active use parkland outside of environmentally protected areas for elderly mixed use housing.
 - Innovative stormwater management techniques should be employed such as bio-retention ponds located within or near parking areas.

IV. MIXED USE OPTION PROS and CONS

The development Pros and Cons were developed using citizen comments during the study area work session and the relevant adopted themes. As per the community work sessions, the themes included Recreation, Environment, Transportation, Housing, Economic Development, and Education. During the review of a proposed development, the plan will be compared to the adopted Themes.

PROS

- Ability to develop simultaneously with transportation improvements and have much needed transportation improvements completed.
- Provides a better opportunity of infrastructure being completed, due to the mix of uses, allowing for development to occur.
- Provides a reverse commute situation, dispersed traffic patterns throughout the day and peak hours, reduction in vehicular trips due to transit site and reduction in vehicular trips due to mix of uses that provide several needs in one location.
- Improved pedestrian and vehicular connectivity (mixed use developments typically require additional and upgraded connections between the different uses and reduces the need for vehicular traffic).
- Encourages residential development which addresses the jobs to housing deficit identified by the County.
- Maximizes access to transit station and I-270 Interchange and allows for a transit oriented development with higher density around the transit station (ability to increase and promote transit travel).
- Reduces school impact from solely a residential development.
- Allows for a greater mix of uses that addresses multiple needs of the City (housing, office, residential), rather than only addressing a single need (office).
- Provides employment and commercial opportunities adjacent to residential areas (home to work concept).
- Allows for shared parking between uses to reduce the number of parking spaces required for development.

CONS

- Requires a greater amount of parking (surface lots and structures) to serve the commercial or office uses.
- Office and commercial components limit the amount of green area.
- Allows for multi-family development. High rise residential does not meet Housing theme.
- Residential development will generate additional students.
- Development will create additional peak hour traffic.
- Potential building impacts to surrounding neighborhoods.